

Erin B. Marston
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December 14, 2021

Via U.S. Mail & E-Mail

Ms. Kristi Warden
Federal Aviation Administration
Alaska Region
222 West 7th Avenue, #14
Anchorage, Alaska 99513

U.S. Department of Transportation
Docket Operations, M-30
West Building ground floor,
Room W12-140
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Re: Iditarod Air Force – Request for extension of Exemption No. 9810

Dear Ms. Warden:

I am writing on behalf of the Iditarod Air Force to request a five-year extension of Exemption No. 9810 which the Iditarod Air Force has been operating under for over ten years. Please accept this letter as a request on behalf of the IAF and on behalf of the Iditarod Trail Committee to extend Exemption No. 9810 (Regulatory Docket No. FAA-2008-1246) for an additional five years, until April 30, 2027. I have been designated the representative of the Iditarod Air Force ("IAF") relating to the exemption and would appreciate receiving future correspondence concerning this matter.

Pursuant to 14 CFR Part 11, and in particular 14 CFR § 11.81, I am providing the FAA with the following information. I am also providing a copy of the April 5, 2019 letter granting an extension of the exemption until April 30, 2022.

(a) Your name and mailing address and, if you wish, other contact information such as a fax number, telephone number, or e-mail address.

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(b) The specific section or sections of 14 CFR from which you seek an exemption.

14 CFR § 61.113(a) and 14 CFR § 119.21(a)(1).

(c) The extent of relief you seek, and the reason you seek the relief.

We seek the same terms and conditions as stated in Exemption No. 9810, excepting that we request the expiration date be extended to April 30, 2027. The reasons are also the same as set out in our November 6, 2008 and January 7, 2009 petition, and at pages 1-5 of the FAA's Exemption No. 9810. An extension is appropriate as the Iditarod Air Force has continued to operate in compliance with the exemption and has established a history of safe operations and excellent cooperation with the FAA. A five-year extension will permit the Iditarod Air Force sufficient time to conduct longer term planning that will promote efficiencies and safety.

(d) The reasons why granting your request would be in the public interest; that is, how it would benefit the public as a whole.

The reasons why granting the extension would be in the public's interest are the same as stated by the FAA at pages 4-5 of its Exemption No. 9810. We agree with the FAA's analysis, and nothing has changed factually that would in turn alter that analysis. Rather than repeat that analysis, a copy of Exemption No. 9810 is attached hereto.

(e) The reasons why granting the exemption would not adversely affect safety, or how the exemption would provide a level of safety at least equal to that provided by the rule from which you seek the exemption.

Here too, the IAF continues to agree with the analysis set forth by the FAA, at pages 4-5 of Exemption No. 9810, regarding the IAF's operations being at least as safe (and in the IAF's mind, far safer) than operations would be without the exemption. Nothing has changed factually in this respect, either, that would alter that analysis. In fact, the last ten years of history has demonstrated the overall safe operations that have been accomplished under the IAF's policies and procedures in conjunction with the FAA guidance.

(f) A summary we can publish in the Federal Register, stating:

- (1) The rule from which you seek the exemption; and**
- (2) A brief description of the nature of the exemption you seek.**

“A five-year extension of Exemption No. 9810 is sought by the Iditarod Trail Committee and the ‘Iditarod Air Force’ as to 14 CFR 61.113(a) and 14 CFR 119.21(a)(1), for the Iditarod Air Force to continue flying support under 14 CFR Part 91 for the 1,100 mile Iditarod dog race in Alaska. Exemptions have been granted for the 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020 and 2021 races. The exemption would permit the volunteer pilots to continue accepting gas, oil, insurance, food and minimal housing during the race, including the pre- and post-race staging efforts.”

(g) Any additional information, views or arguments available to support your request.

The prior petition and Exemption set forth the information, views, and arguments in support of the Exemption. The ten-year plus history of compliance by the IAF with the conditions and terms of the Exemption, including the February 28, 2010 deadline to submit IAF operational control procedures, the October 30, 2010 deadline to submit a flight training program, the October 30, 2011 deadline for submittal of a letter of compliance and the October 30, 2011 deadline for a general operations manual, all reflect positively on the IAF’s ability to operate professionally and safely. The IAF has an excellent working relationship with its principle operations inspectors, as well as the rest of the regional FAA. Granting a five-year extension to the exemption will allow the IAF to continue its safe operations, with the oversight of its principle operations inspector.

The Iditarod, the “Last Great Race” is a professionally operated long distance sled dog race that attracts dog teams from around the world. Run through the vast expanses of Alaska, the logistics of the race require air support, support that the IAF provides. Costs associated with operation of the IAF, including fuel and insurance are one of the major expenses of the race. In order to budget for these costs, and to insure that air support will be available, the IAF and the Iditarod Trail Committee needs the stability of an extension of at five years that will allow the race to make long term plans and budgeting decisions relating to air support. This stability is crucial to the survival of the race.

(h) If you want to exercise the privileges of your exemption outside the United States, the reason why you need to do so.

No, the IAF does not wish to exercise the privileges of the exemption outside the U.S.

Thank you. I welcome your calls, as well as those from anyone else at the FAA.

Very truly yours,



Erin B. Marston

Ms. Kristi Warden & U.S. Department of Transportation
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December 14, 2021

Enclosure

cc: Mr. Scott E. Norman (Anchorage FSDO Manager) (w/encl.)
Mr. Howard Martin (FAA Regional Counsel) (w/encl.)
Ms. Paula Huckleberry(FAA)(w/encl.)
Ms. Toni Toth (FAA)(w/enclosures)
Mr. Mark Delgado (FAA)(w/enclosures)
Mr. Ty Watts (FAA)(w/enclosures)
Ms. Brooke McCall (FAA)(w/enclosures)
Mr. Rod Urbach (Executive Director, Iditarod Trail Committee) (w/encl.)
Mr. Monte Mabry (Director of Operations, Iditarod Air Force) (w/encl.)
Mr. Ed Kornfield (Chief Pilot, Iditarod Air Force) (w/encl.)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

800 Independence Ave
Washington, DC 20591

APR 05 2019

Exemption No. 9810E
Regulatory Docket No. FAA-2008-1246

Ms. Erin B. Marston
Iditarod Air Force
4109 Tazlina Avenue
Anchorage, AK 99517

Dear Ms. Marston:

This letter is to inform you that we have granted your petition to extend Exemption No. 9810, as amended. It explains the basis for our decision, describes its effect, and lists the conditions and limitations.

The Basis for Our Decision

By letter posted to the Federal Docket on March 8, 2019, you petitioned the Federal Aviation Administration (FAA) on behalf of Iditarod Air Force (IAF) for an extension of Exemption No. 9810, as amended. That exemption from §§ 61.113(a) and 119.21(a)(1) of Title 14, Code of Federal Regulations (14 CFR) allows IAF to accept monetary and nonmonetary compensation in return for transportation of people or property and the use of fuel, food, and equipment either purchased by the Iditarod Trail Committee (ITC)/IAF or otherwise made by private donations.

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

Our Decision

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested extension of the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to IAF.

The FAA has determined that the justification for the issuance of Exemption No. 9810, as amended, remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. §§ 106(f), 40113, and 44701, which the FAA Administrator has delegated to me, Iditarod Air Force is granted an exemption from 14 CFR §§ 61.113(a) and 119.21(a)(1) which allows IAF to accept monetary and nonmonetary compensation in return for transportation of people or property and the use of fuel, food, and

equipment either purchased by the ITC/IAF or otherwise made by private donations, subject to the following conditions and limitations.

Conditions and Limitations

1. The following documents have been accepted by the Principal Operations Inspector (POI) each year prior to beginning of preparation for the race:
 - a. IAF operational control procedures, including, but not limited to, the IAF's official definition of and the process used to identify "authorized passengers" (e.g., ITC personnel essential to the race, race volunteers and participants, race officials, mushers, veterinarians, etc.);
 - b. A flightcrew training program, written in accordance with the standards stated in FAA Order 8900.1, Flight Standards Information Management System, volume 3, chapter 19. Any training requirement in the guidance the FAA determines is not practical for its application shall be addressed by the FAA during the acceptance process. The IAF will also meet the recordkeeping requirements as listed in § 135.63;
 - c. A letter of compliance (LOC/Compliance Statement) to Part 135 as required in FAA Order 8900.1, volume 2, chapter 4, section 3, phase 3, paragraph 2-398; and
 - d. A general operations manual (GOM) for acceptance in accordance with requirements in § 135.21 and containing the information listed in § 135.23.
2. During the preparation period for, and during the race each year, the IAF will be subject to FAA validation of training and checking in accordance with all previously accepted documents. At that time, the IAF will meet the regulatory standards set forth in Part 135.
3. The IAF must operate to the standard of any FAA-accepted IAF document, procedure, or condition and limitation listed in this exemption, whichever is more restrictive.
4. The IAF must create and maintain a current aircraft list to include:
 - a. the registration number of each aircraft used by the IAF, including the make, model and series;
 - b. the date of each aircraft's last annual inspection and the total time of the aircraft at its last 100-hour inspection;
 - c. the designation of any listed aircraft that may be used in passenger-carrying operations; and
 - d. the designation of any listed aircraft that may be operated under Part 135 during the same time period that the aircraft is also operating under this exemption, including the name of the Part 135 operator as shown on its certificate. This list must be made available for FAA review upon request.

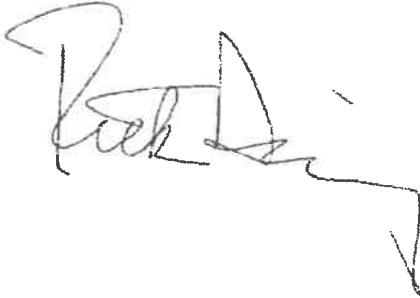
5. At the beginning of each race season, the IAF must create and maintain a list noting the date and time each individual IAF pilot begins to operate under this exemption and the date and time when each individual IAF pilot is released from IAF duty and/or this exemption. This list must be available for FAA review upon request. The IAF need not update this list to indicate when a qualified Part 135 IAF pilot "temporarily" stops operating under this exemption to carry passengers not identified as "ITC/IAF authorized passengers" (Condition No. 14).
6. The IAF must create and maintain a current pilot listing to include:
 - a. each airman's name;
 - b. the grade and number of FAA airman certificates;
 - c. the class and date of issuance of each airman's FAA medical certificate; and
 - d. each IAF pilot who may also operate under Part 135 during the same time period he/she is operating under this exemption. The pilot listing must be found acceptable by the Anchorage Flight Standards District Office (FSDO).
7. Only U.S.-registered aircraft may be used for any flight conducted under this exemption.
8. The FAA accepted flight following procedure must be implemented for each flight conducted under this exemption.
9. The ITC/IAF and each aircraft owner and operator will ensure each aircraft operated under this exemption will have a current annual inspection as required by § 91.409(a) at the time of any operation. Also the ITC/IAF and each aircraft owner and operator must ensure each aircraft operated under this exemption that carries passengers have a current 100-hour inspection during all operations under this exemption.
10. Private pilot certificate holders identified in the list (Condition No. 6) may only carry cargo and/or dogs.
11. Each pilot operating under this exemption must hold at least a valid third-class airman medical certificate. Commercial or airline transport pilot certificate holders identified in the list (Condition No. 6) who does not possess valid second or first-class medical certificates are limited to the privileges or authorizations afforded private pilots.
12. Passenger-carrying flights operating under this exemption are limited to "authorized passengers" (Condition No. 1). These passenger-carrying flights must be conducted by IAF pilots holding at least a commercial pilot certificate and at least a valid second class medical certificate. The ITC must identify all "authorized passengers" by name to IAF pilots.

13. The operator of each aircraft operated under this exemption shall maintain a record of each flight, including the name of each passenger, and make that record available to the FAA upon request.
14. Only IAF pilots qualified under Part 135 (air carrier/operator) are allowed to carry passengers not identified by the ITC as "ITC/IAF authorized passengers" during the time periods they are listed as operating under this exemption (Condition No. 5). These "other than ITC/IAF authorized passengers" flights must be conducted in accordance with Part 135 and the air carrier/operator's operation specifications. All IAF flights conducted by Part 135 qualified pilots will be conducted in accordance with flight time and duty rules of § 135.267.
15. Any IAF pilot who is subject to flight and duty time limitations will log all IAF flight time as "other commercial flying."
16. All IAF operations will be conducted under day visual flight rules. No nighttime or instrument flight operation will be conducted in any operation subject to this exemption.
17. All operations conducted under this exemption shall be conducted in accordance with the visibility requirements of § 135.205(a).
18. All operations conducted under this exemption shall be conducted in accordance with the minimum altitudes of § 135.203(a)(1).
19. All personnel affected by or relying on this exemption, including all listed IAF pilots (Condition No. 6), shall be provided a written copy of the exemption.
20. A copy of this exemption shall be carried aboard each aircraft operating under this exemption.
21. The ITC/IAF will conduct a briefing on the conditions of this exemption to all persons affected by or relying on this exemption before any person commences any flight operations conducted under this exemption.
22. Each passenger will receive a plain language safety briefing by the pilot before each IAF flight, be informed of the exemption, and be notified that the flight is not being conducted by an FAA-certificated air carrier. This briefing will include the standards listed in § 135.117.
23. The IAF will keep records of its solicitations to Part 135 operators (including certified Part 135 IAF pilots) and produce such records upon request to the FAA.

The Effect of Our Decision

Although you requested a five-year extension, our decision extends the termination date of Exemption No. 9810, as amended, to April 30, 2022, unless sooner superseded or rescinded.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Domingo", with a long horizontal stroke extending to the right.

Rick Domingo
Executive Director, Flight Standards Service



**Federal Aviation
Administration**